



Bob Riley
GOVERNOR

ALABAMA
DEPARTMENT OF TRANSPORTATION

AERONAUTICS BUREAU
1409 COLISEUM BOULEVARD
MONTGOMERY, ALABAMA 36110
PHONE (334) 242-6820
FAX (334) 353-6540



Joe McInnes
TRANSPORTATION DIRECTOR

October 12, 2010

Mr. Preston Sanders, Chairman
Perry County Airport-Industrial Authority
305 Clay Street
Marion, Alabama 36756

**Subject: Annual Inspection Report
Vaiden Field Airport**

Dear Mr. Sanders:

An inspection of the Vaiden Field Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on October 8, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Vaiden Field Airport. As noted in the report, the airport meets the requirements for the issuance of an operating license for Daylight/VFR operations only until the lighted wind direction indicator has been placed as required. The airport must be NOTAMed closed to night operations until the necessary actions have been taken to meet full licensing requirements.

The failure of the airport to meet all licensing requirements in light of the recent expenditure of Federal, State and local funds to improve the airport is disappointing. The recent project was completed less than a year ago. The subject of concern is a minor maintenance item, but has placed the airport in a less than full compliance status which now affects the operations at the facility. With primary flight training activities now underway at Vaiden Field maintenance inspections to correct items such as this need to occur on a frequent schedule. This one maintenance requirement cited in the Inspection Report shows the need for such monitoring on a regular basis, and even seemingly minor maintenance items addressed immediately before the integrity of the field is compromised in any way.

Mr. Preston Sanders
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Please advise this office of a timetable to bring the airport into compliance with all licensing requirements. A reinspection of the airport will be scheduled when the corrective actions have been accomplished.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

A handwritten signature in black ink, appearing to read 'John C. Eagerton IV'.

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black
FAA/ADO

Mr. Michael Helmsing, P.E.
Volkert & Associates, Inc.

ANNUAL INSPECTION REPORT

OCTOBER 8, 2010



VAIDEN FIELD
MARION, ALABAMA

**Annual Inspection Report
Vaiden Field
Marion, Alabama**

October 8, 2010

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Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Vaiden Field Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on October 8, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated March 13, 2008.

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License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on October 8, 2010 it was determined that the airport meets the requirements for the issuance of an operating license for Daylight/VFR operations only. This is due to the failure to provide a lighted wind indicator for night operations. (See Section 5 of this report)

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- ➔ The Approach/Departure Paths of runway 16/34 were inspected and found to meet licensing requirements.

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Photo 1



Runway 16 approach

Photo 2



Runway 34 approach

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2. Primary Surface Administrative Code 450-9-1-.12(2)

State Licensing Standards

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results

- ➔ The primary surface was inspected found to meet licensing requirements.

3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- ➔ The runway safety area was found to meet licensing requirements.

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4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results

- The runway markings are in GOOD condition.

Photo 3



Runway 16 threshold markings

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Photo 4



Runway 34 threshold markings

**5. Wind Direction Indicator
Administrative Code 450-9-1-.12(5)**

State Licensing Standards

- ➔ Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

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Inspection Results

Maintenance Required

- ➔ The lighted wind direction indicator (windsock) and segmented circle inspection found the windsock to be torn and inoperable.

Required Action

- ➔ Replace the torn windsock.
- ➔ NOTAM the airport closed to night operations until the windsock is replaced.

Photo 5



Windsock torn and inoperable

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6. Airport Lighting
Administrative Code 450-9-1-.12(6)

State Licensing Standards

- ➔ Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- ➔ The airport lighting system was inspected and found to meet licensing requirements.

7. Runway, Taxiway and Apron Conditions
Administrative Code 450-9-1-.12(7)

State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results

- ➔ The runway, taxiway and a portion of the ramp area were found to be in GOOD condition.
- ➔ The old portion of the ramp area is concrete which has numerous cracks.

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Photo 6



Old portion of concrete ramp

Photo 7



Newly overlayed ramp and taxiway

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8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards

- ➔ Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- ➔ Grounding cables must be available.
- ➔ A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- ➔ Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- ➔ The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo 8



Fueling area for Jet A and Avgas

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9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- ➔ Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- ➔ No prohibited activities were observed during the inspection.

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

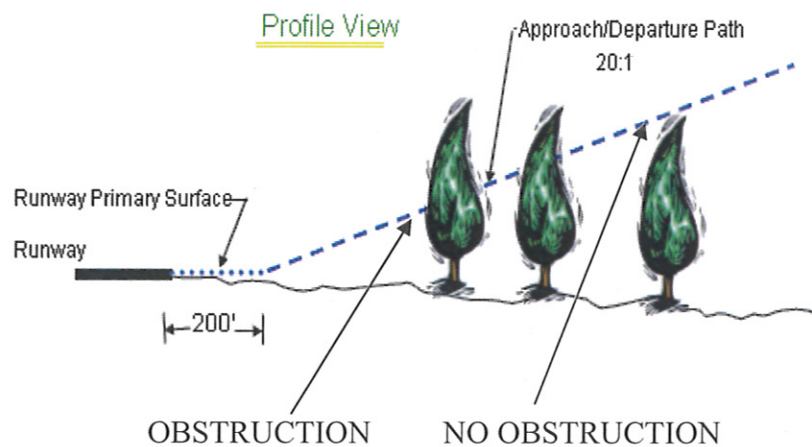
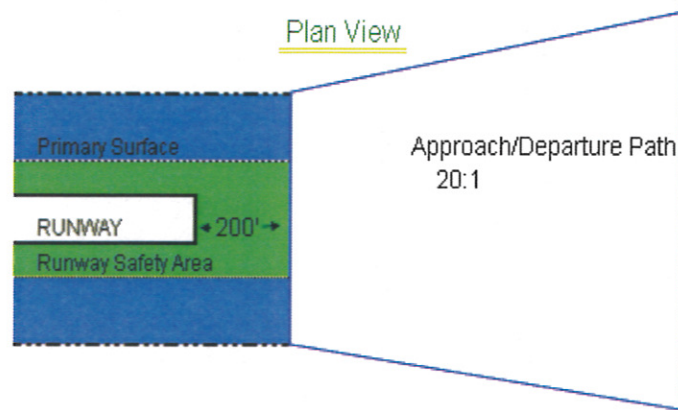
Inspection Area	Violation/Maintenance	Corrective Action
Wind Direction Indicator	Maintenance	1. Replace the torn windsock. 2. NOTAM airport closed to night operations until the lighted windsock is replaced.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1